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Transcript

Introduction to the reader

Having some spare time on hand I know of no better way of spending it than in writing for my own improvement and gratification = my writing will also interest a few friends who take an interest in my welfare and prosperity – some of my writing will be from memory – some from my journals – and some I shall take from books – as I am a seaman by profession there will most probably be some nautical language used – some false grammar – some bad spelling – and in fact a great many defects will be observed by most any reader who may chance to obtain possession of this book – to these readers I would say make no comment if you have the book to read consider it a favour your good opinion would not better it in mine and your criticism might give me pain I write for more my own amusement not for the public = some will be wrote when in a lively pleasant mood and some when serious thoughts occupy my mind = Leaving school and taking to a seafaring life at the early age of thirteen years as I did a person should have the privilege of expressing his thoughts in his own style in a way that he can best understand himself and so kind reader if you like it, read and laugh as much as you please if you don't, return it and say no more.

Henry M. Gifford

Ship American at sea

Sept 1842

Inclination for a seafaring life

During the summer of 1830 the ship Awashonks fitted from Woodsville on a whaling voyage to the Pacific ocean - in her there sailed five or six youngsters rather older than myself but who went to the same school and played the same games after school hours with myself this first put the idea in my head to go whaling I was tired of parental restraint weary of school and thought if others could go to sea at 14 years of age why not I for a long time I pondered the subject in my mind afraid to ask my Fathers consent for fear of chastisement at length I screwed up my courage and finding a time when he was in very good humour I popped the question – how should you like for me to go whaling Father? – hanging my head as though I was committing some crime - No never! don't you never ask such a question again was the only answer I got but the ice was broke and O took good care it should not close again Scarcely a day passed but I brought the subject up by some indirect way or other and before the next summer I had persuaded myself and by hint of continually talking about it my parents also that I was to go in the next ship from Falmouth = In June or July of 1831 the Uncas arrived after a very successfull voyage from the Pacific Ocean and was to sail on another voyage in November of the same year – in her I determined to go and accordingly began to take a very strong position when talking about it to my friends sometimes I talked about it to one of the owners sometimes to my parents first to one and then to another they all told me I was too small and too young (being but 13) but that should not convince me I knew that I was growing older and larger every day and in 3 years would be as big as anybodys boy of my size and so I told them – at last they gave their consent and O! happy hour I could scarce believe it ! farewell school farewell home farewell all! I was to be a sailor and go a Cape Horn voyage – and when fairly rigged out in duck trousers tarpaulin hat with a large belt and sheath knife was ever Jack as Salt as I. I hardly walked on the ground

Departure on my first voyage

My spirits were so exilerated – There were going in the same ship 3 more boys from Falmouth about my age and to have seen us all rigged out ship shape would have made a sailor split his sides laughing at us - About the first of October we were ordered to be on hand to fit away the ship accordingly I left school (and a happy day that was to me) and went to Woodville to work loading the ship in about 6 weeks she was ready for sea with all hands myself included on board with all our dunnage anxious to be off and as joyfull as though we were going on a party of pleasure to return the next day - thus I began the life of a sailor at the early age of 13 years full of life and spirits and buoyant with hope caring nothing for the future and less for the past anxious only for the present but the lapse of 10 years have shown me a considerable of the vicissitudes of life and the fallacy of all our worldly hopes and all the dangers and trials to which I have been exposed have I trust been the means of placing my trust on a more solid foundation one which will not be shaken in the day of trial

Having lost my journal when shipwrecked that I kept on the first voyage I shall have to write altogether from memory and may perhaps make some mistakes therefore please excuse all errors.

On the morning of the 8th of Nov 1831 we got under way from Woodsville and stood to the eastward down towards Falmouth where we lay off and on taking off fresh provisions and vegetables, Mr O C Swift the ships agent stood pilot and the Captain being ashore he has sole charge of the ship, we lay off and on untill about 4 in the afternoon when in the act of going in stays the ship grounded in the mud and stuck fast and all our efforts to move her that day were fruitless.

Passage out and arrival in the Pacific Ocean

On the morning of the next day (the 9th) we sent all our spare boats ashore and got more men to assist and after working hard until 4PM we succeeded in floating off - made sail and in a few minutes struck again but succeeded in finally getting off and anchoring in 4 fathoms water by dark.

The next morning discharged our pilot and took another weighed anchor and stood up sound, that afternoon we came too again in Tarpaulin Cove with both anchors ahead where we lay during the whole of the 11th blowing a smart gale from the SW. The Richard Mitchell of Nantucket also came too and lay here with us.

November 12th 1831 This morning the wind came around to the Northward and cleared off the weather quite cold both ships got under way and proceeded to sea. That night all hands were called to reef topsails I recollect of turning out and getting as far as the sails when a sudden fit of sea sickness took me and there I stopped, after that all is blank in my recollection for 2 or 3 weeks when I gradually recovered and performed my duty as usual. We proceeded on our voyage without any material occurrence except the loss of a boat in the Gulf-Stream which was taken off the cranes by a heavy sea made the Island of St Vincent one of the Cape de Verds passed close to Fuego and Brava without stopping saw Staten Land and finally arrived off Valparaiso. There we lay off and on a couple of days to procure refreshments and then steared down the coast. On the 6th of March 1832 off Callao saw the first sperm whales and took one then ran down the coast into Sechura bay under the lee of point Ajuga where we painted ship and then proceeded offshore cruised there about 4 months then worked in to the Gallapagos Islands where we got a few terrapin from Abington and in August we anchored in Païta 9 months from home with 900 blls of oil.

Close of the Voyage

From here we worked up to Callao taking about 200 bls by the way – for the remainder of the voyage we cruised on the offshore and inshore ground as the seasons came round terrapined at Hoods and wooded at Cocos Islands once, recruited at Tumbis Paita and Callao and about the first of Jany 1835 anchored in Talcahuano and from there started for home, we had a passage of 87 days and on the 6th of April 1835 hauled alongside the wharf at Woodsville having been absent 41 months wanting 6 days and turned out a cargo of 3000 bls of sperm oil.

This being my first voyage my pay was the 1/200th of all the oil taken which I sold for 78 1/2 cts per gallon and cleared after deducting my outfit and other expenses about 225 dollars _____ upon looking back I find that of the ships company with whom I sailed on this voyage 4 are now masters of ships including the captain – 2 boatstealers are dead one (a kanaka) is still a boatstealer – of the foremost hands 3 are dead 2 are first mates – 4 are second mates - 2 are boatstealers and one is master of a merchant vessel of the remainder they most probably gave up whaling as I have not heard of them since. Thus ends my first voyage to sea.

A cruise in the bark Mary-Ann

On the 2 of July 1835 I sailed from Fairhaven as a boatsman
In the bark Mary-Ann of New Bedford Captain William
Handy _____ Master bound on a voyage to the
Atlantic Ocean for sperm whale. With a fine wind
from the SW we soon cleared the land and shaped
our course for the Western Islands where we intended
to recruit and get another boat crew – On the 13th of July
we saw whales in great plenty for 3 days in succession
but were not able to take any – the captain now began
to complain of being unwell so that he had to keep
below nearly the whole time –

In the 2nd of August we made Flores and Corvo the
most northerly of the Western Isles and cruised between
them and Pico for about a week but saw nothing -
then ran in to Fayal where we got a boat crew of
Portuguese and some fresh provisions and then stood
out to the S of the island in order to cruise but the
captains disorder gaining on him rapidly we put back
again to Fayal sent all the Portuguese ashore and
on the 14th of August put away for home. Nothing
remarkable occurred during the passage until the
12th of Sept^r when we came very near running on the
Nantucket shoals but cleared them however and on
the 14th came to anchor below Palmers Island.

Another cruise in the bark Mary-Ann

On the 24th of September 1835 having got a new captain (J. Jenny) and crew we again sailed from New Bedford for a cruise in the Atlantic - In beating down the river we grounded on Palmers – Island where we lay for an hour or two but got off when the tide rose and proceeded to sea without any farther interruption. We had a pleasant passage through the Gulf – Stream until the 27th on Sunday (a day ever to be remembered by me) we had heavy squalls which forced us to double reef the top-sails. At 1 PM it died away calm we then turned out all the reefs and set the jib but it still continued thick and drizzly. At sunset there was a strong breeze from ENE and being apprehensive of foul weather during the night took double reefs in all the topsails furled the jib and got ready for a blow during the first watch the wind increased so as to force them to take in the fore topsail at 11PM I came on deck and relieved the starboard watch who went below and turned in as usual. The wind had canted to ESE and was blowing strong the ship heading to the Southward - At a quarter past 2 AM took a heavy squall which carried away some of our tracks and sheets but lasted only a few minutes. Then came a lull. The rain still pouring down incessantly. Not a moment was to be lost the Foresail was hauled up and the main topsail reefed up which was hardly done when the gale came on with tenfold fury careening our little bark low in the water but she righted again and seemed to defy the gale to do its worst. The fore topmast staysail having blown to pieces we now set the main spencer to keep her steady but parted the vang a number of times we at last got on a preventer vang which answered our purpose very well. It was now a quarter before 3 and we judged it most prudent to call all hands as the wind had increased for the last half hour to a tremendous gale while they were turning out I went up with

The Mary Ann is capsized at Sea

the starboard watch and furled the main topsail. We now turned our attention to the foresail and while sounding in the weather brace saw the truss was broke and we were obliged to leave it as it was dangerous to venture on a yard in that condition. It was now blowing a perfect hurricane and orders were given to haul up the main Spencer one of the people cut away the sheet but it could not be hauled up and we left it.

I now took the helm from a green hand and endeavoured to get the ship before the wind but having no head sail she would not pay off. The water now began to pour in over the sea rail in large quantities when orders were given to cut away the lee boat but before the order could be executed she was washed away and immediately after away went the stern boat. Each one now got in the weather rigging and prepared for the worst. I stood holding the wheel with one hand on the weather spanker vang ready to spring on the outside of the ship. She now made heavy lurches and began to fill the hatchways nearly every movable thing had gone from the deck and was washing about in the water to leeward of the ship presenting a dismal sight she made a few heavy rolls and fell over on her side at the same time I let go the wheel and sprang up on the weather sail got hold of a boat-gripe and held myself, hearing cries of distress near me I looked and saw the cooper an old man of 60 endeavouring to climb over the sail but was too much exhausted and could not apparently hold on much longer although this was a time when everyone had as much as they could do to take care of themselves I could not see a man drown before my eyes without rendering him assistance though at the risk of my own life I went and helped him to gain a foothold on the outside of the bulwarks but before I could regain my hold of the boat gripe a tremendous sea struck and washed me off from the hull but being favoured by kind providence

Loss of the bark Mary Ann

while struggling in the water expecting every moment to be my last I felt the mizzen rigging under my feet which I caught hold of and crawled in to the ships side where I lashed myself Our masts and spars were now all washed away and lay in great confusion under the lee of the ship

We lay in this situation about two hours the starboard boat Having rolled in on deck partly stove I got into her and lashed the lantern keg to my back which would have buoyed me up for a short time had I got washed off and remained there until the day began to dawn when to my great joy I saw the head of the foremast rising out of the water to leeward which plainly indicated that she was sighting – It was still so dark that I could not distinguish objects plainly when I called to those in the main chains to come aft to the boat where the water broke with less violence over the wreck. I supposed there were 5 or 6 left besides myself but what was my surprise and joy when they all got aft to find but two missing one of them was the cook a native of the Western Islands and the other a seaman named Peirce an Englishman by birth they were in the forecabin when she capsized and without doubt were there drowned as they were never seen afterwards

Chapter 2

The sun at length arose and shewed us plainly our wretched situation the wind still continued to blow a gale and every sea made an uncomfortable breach over us our main and mizzen masts were gone the former by the deck and the latter about half way up to the top the foremast and bowsprit were still standing the bulwarks and in some places the sail were all stove in and we had about two feet of water on the deck every article even to the try cabin was washed overboard and as far as the eye could extend to windward the water was covered with fragments of the wreck

Taken from the wreck by the Ship Birmingham

We now set ourselves to work and cleared the wreck of the spars and rigging as well as we were able with our limited means while some were employed in fishing up articles out of the hold which might be of use to us. By 10 AM the wind hauled to the westward and abated considerably the sea had also gone down and having done all we could to clear the wreck a part of us went up into the foretop the lee side of which was whole while the remainder rigged a staging over the quarter deck to keep out the water as much as possible and in the manner we passed the day having saved a small bag of apples and a two gallon jug of spirits on the approach of night they were carefully secured in the foretop.

At sunset we struck a light and set a signal lantern which was taken from a keg with which boat is supplied for the purpose of marking signals in the night when laying by a whale at a distance from the ship and having taken an apple a piece from our bag we prepared to pass away the night as well as we could. How it seemed to us I will leave my readers to judge and if any of them have ever been placed in a similar situation they can form a pretty just idea of the length of that night and of our feelings. As the approach of day every eye was strained looking around the horizon for some friendly sail which might rescue us from our perilous situation nor was it in vain for about sunrise a ship was seen about 12 miles to the windward steering directly for us under a heavy crowd of sail the wind being light she did not get down to us before 8 o'clock she passed within hail hove aback under our lee and sent her boat to our relief we left our old bark with emotions of joy and in a few minutes were safely landed on her deck. She proved to be the ship Birmingham Captain Patterson from New York bound to Liverpool as soon as we were all on board she squared away and we soon lost sight of our ill fated wreck. We were capsized in lat 38 and long 68.30 W and were a little to the Eastward of that when we were taken up – Thus were 14 of us on board of a strange ship bound to a foreign

Arriving at Liverpool and passage to New Orleans

country with nothing that we could call our own except what we stood in having saved nothing from the wreck

We were treated with the greatest kindness by Captain Patterson and his officers messers Atkinson and Dunbar to whom I shall always feel myself indebted likewise the passengers of whom there were about 80 or 90 chiefly Irish generously shared with us whatever they could spare. Nothing of importance transpired until the 9th of October when we fell in with the packet ship Independence Captain Thye on her return passage from Liverpool Who received Captain Jenney and the two mates on board, having a great number of passengers he declined taking more of us for fear of his provisions falling short. We continued on our passage with favorable breeze and on the 17th arrived at Liverpool late in the evening.

On Monday the 19th Capt Patterson reported our Case to the American Consul Francis R. Ogden Esqr who supplied us with clothing and sent us to a boarding house in Pool – Lane. We now had nothing to do but to look around and endeavor to get a ship some of our crew shipped for wages to different ports and others had to work their passage home. as for myself I stopped until the 12th of Nov when seeing no chance of shipping for wages and it being then too near winter to think of going on the American coast with the scanty supply of clothes which I had I accepted the offer of Captain Welsh of the ship Mosarte of New-Orleans to work my passage out to that place.

Nothing of any note occurred during our passage except an unusual share of rough and tempestuous weather we made the Balize on the 2 of June 1836 took a steamboat alongside and on the 3rd arrived at New Orleans

The day after our arrival the Captain gave me 2 dollars to keep me from present want and I engaged for 20 dollars per month to stay by the ship and do what necessary work there was to be done while laying alongside the Levee

Voyage to the Havanna and return home

I went to work with the help of a boy who belonged to the ship unbent the sails remove the rigging painted spars which employed me untill the 13th when being apprehensive of war breaking out with France the ship was said repaired and I was discharged.

I stopped ashore in a boarding house untill the 21st then shipped aboard the brig Galen of Portland Captn Prince master bound to the Havanna for a cargo of Molasses and from there to New York. We arrived in the Havanna on the 27th and anchored under Casa Blanco our cargo not being ready we unbent the sails and moored ship. During the time we lay here waiting for a cargo we had little or nothing to do except to take care of the brig the Captn and officers were fine clever men and having a very agreeable crew I took more comfort on board of her than I ever did before in any vessel.

On the 7th of March we commenced taking in molasses which kept us employed untill the 31st when having complete our cargo of sugar and molasses we took up our anchor and on the 2nd of April left the Havanna for New York. On the 18th made the Highlands and anchored In the North river on the 21st when I received my discharge On the 1st of May O started for Falmouth and arrived on the 3rd having been absent from home 7 months and 1 days Notwithstanding the wreck of the Mary-Ann I lost but little except my time (having got my outfit insured previous to leaving home) and by this means I gained a great deal of knowledge about seamanship in the different merchant vessels I was in and much general information not to be got on board of a whale ship which has since proved quite useful to me so taking all things into consideration I do not know but that it was for my benefit after all fully proving that "Whatever is right" although it may not be clearly understood by everyone.

A coasting voyage

On the 26th of May 1836 I sailed from Woodsville on a coasting expedition in the schooner Meridian of Rochester Peter Morris master bound to Georgetown DC and back to Boston. We had a fine run after we got started and were in the lot of cape Henry on the 27th but owing to the fog did not get into the bay untill the 5th of June on the 10th entered the mouth of the Potomac and arrived at Georgetown in the 13th On the 16th finished unloading the Plaster and discharged the mate for misconduct. On the 21st having completed our return cargo of Rye and Flour started down river after stopping at various places to get a deck load of wood on the 28th anchored under Lewis Point the next morning got under way and started for Boston made Point Judith on the 5 of July and on the 9th hauled alongside long wharf

On the 24th having discharged our freight and taken in another started for New-Bedford and arrived on the 27th having during this cruise been in the following places Georgetown, Washington, Alexandria, Norfolk, Hyannis, and Boston – and most likely this will be the last of my coasting as I do not like it as well as whaling

Voyage of Ship William Penn

Chapter 3

Reader have you ever been to Woodsville? If not go there at once and you will see a great many things not to be seen elsewhere, stand on the end of the pier and look to the south about five miles from you are the shores of Martha's Vineyard and the chalky cliffs of Gay-Head rising boldly out of the water. numerous towns and villages are seen through the openings of the woods with which the island is covered still growing in all the wild luxuriance of nature. The intervening sound is dotted with the sails of vessels going up and down the South channel while others hold on the northern shore and appear in much bolder outline. A little to your right is the beautiful island of Naushon famous for its strawberries and herds of red deer while here and there is seen a farm house and immense droves of sheep partly hidden by the woods with which most of the island is covered. Look to the west there the long low point of land generally known as Bar neck stretches out to the south and forms the great harbor one of the best places on the coast to ride out a gale in it also breaks the view of Buzzards bay but it is so low that the land on the west side of the bay about 14 miles distant is plainly seen over it and New Bedford, Rochester, Mattapoisett, and many other Villages are on a clear day distinctly visible.

Between the neck and Naushon island is the hole so called which is a passage from vineyard-sound to Buzzards bay full of rocks with a dangerous and intricate channel in the hole may be seen numerous fishing boats catching tautog, bass, or bluefish, which have their haunts around the bases of the rocks while a number of coasting vessels are winding their devious way through the channel, the steamboat has just passed through against the tide and is now letting of steam reminding you of a horse panting and blowing after a hard race.

Ship Wm Penn

To the north is hills which bound the view but are a sight in themselves with their sides in a high state of cultivation and the houses of the proprietors built in the low valleys so as to be secure from the cutting north wind. The ship yard at a hundred yards distance with the blacksmith shop, sail loft, cooperage, candle works, and railway, all bear witness to the industry and enterprise of Cape-Cod men, for 15 years ago their places were occupied by barren hills and rocks which have been removed and a thriving village is growing up with fruitful gardens attached to every house. To the east is the main part of the village of Woodsville which is mostly hid from your view by the intervening hills around which the road to Falmouth runs and along this road the houses are mostly built.

If after you have seen all this and still say you have not seen enough to pay you for the trouble of coming here take a boat and visit that ship laying in the great harbor. if you are a seaman you can tell by her looks that she is fitted for a whaling voyage she is now laying at single anchor sails bent provisions and stores all aboard crew shipped and board and with her ensign flying at the peak she is now waiting for the wind to haul to the northward in order to proceed on a four years voyage to the Pacific Ocean for a cargo of sperm oil.

She is a beautiful ship with her long narrow varnished Waist and numerous ribbands of white which show at a fine contrast with her shining black hull, she is named after the founder of Pennsylvania, William Penn, and has the image of her namesake for a head painted in a style that would indicate vanity in any member of the Quaker congregation - Gentle reader in this ship the next four years of my life is destined to be spent.

Sailing the Ship from home

Chapter 4

It was in the month of September 1836 that I shipped as a boatsteerer for this ship, I had about a month to get ready for a long voyage this together with the care of a younger brother who was to sail with me kept me fully employed untill the ship was fitted and ready for sea, about the first of October if my memory serves me right. I loaded a waggon and drove up to Woodsville with my chest and baggage together with my brothers in order to get everything on board before the last day there was no boats on shore from the ship so I chartered a coasters and loaded her deep as she could swim leaving just room sufficient for me to sit on the top of my chest and scull alongside – leaving Charles to unload some of the light articles I dove down below to see were I could stow myself and dunnage and was shown into the bullroom a place assigned to boatsteerers on board of whalemens this was a room about 7 foot by 10 having 6 berths in it – it was quite dark having only one small sky light through the deck which served to render darkness quite visable having examined the premises and found a comfortable berth for myself I went up and finished unloading the boat stowed my things away below took dinner and then went ashore again not intending to join the ship untill there was a prospect of going out of the harbors

On the 5th of October there being a prospect of a shift of wind I went on board but was disappointed for the wind still Continued to the South untill the 8th when it hauled to the NNE and about sunrise we hove up the anchor and stood out Before reaching Gay Head the wind left us and there we lay becalmed in the mouth of the sound this afforded is a fine chance to stow our anchors and chains set up the bowsprit rigging lash up things about deck and a great many other little things which need doing just as a ship leaves port – At 1 PM we took a breeze from WSW and made all sail steering to the SSE.

Ship and ships company

- during the night the wind hauled to the northward and at daylight the next morning nothing was in sight but a vast expanse of water bounded by the horizon. –

For the first three days we had a fine wind from the N and E which set us nearly through the Gulf-Stream and while we are steering off with a free wind and all sail out I will take the opportunity of stating some things which will have to be known in order to understand the subsequent pages - I may here remark that during this voyage I kept a journal which I now have by me to refer to, therefore I shall be more capricious and explicit in my remarks than I have been heretofore. –

Our ship was about 350 tons burden, built of pine, manned 4 boats, a tolerable good sailor and when in proper trim an excellent sea boat, this was her second voyage to the Pacific, on the former she had been sadly neglected owing to the mismanagement of the captain and officers and was in a very bad condition when we sailed which occasioned us a great deal of trouble which might have been saved had she been properly attended to in time.

Her company consisted of 27 men whose names are Russell S. Bodfish master, Edwin Baldwin first mate, Edwin Hatch 2, and Robinson Hatch 3, Seth G Snow, John J Manandes and myself boatstealers, John A Manly Cooper, John Blinn carpenter, Jeremiah Lord blacksmith, M Lamorce, M Harris, M Wilson, M Faster, M Hughs, M Harrison Dixon, Ableck, Stuckey, Lines, Bailey, Parks, Cook Charles and Gideon seamen or rather green hands. John Lansing cook and M Jona Gage steward. This was not a complement for a 4 boat ship but we intended to ship more men at the first port the ship stopped at. The Captain first and second mates were professed christians of the Methodist persuasion anxious for the salvation of their souls and feelingly alive to

Set away for Rio on account of sickness

the welfare of their fellow man. The rules and regulations of the ship were duly expounded by the master from the capstan head they were simple and to the point, no swearing quarrelling or obscene language was allowed, working on the Sabbath was strictly prohibited, washing and mending which is usually done by sailors on that day was here to be done on the preceeding Saturday which was entirely devoted to their use as far as practicable and every Sabbath evening a religious meeting was held in the cabin by the captain to which all hands were required to attend, these I thought were excellent regulations to sail under and I looked forward to a pleasant and successfull voyage – how much I was disappointed

October 17" For the last two days the captain has been very unwell and to day we tacked ship for the purpose of going home but the next morning being much better he determined to proceed on the voyage, for the next 3 weeks the wind was ahead most of the time and we made very little progress untill the 26" of Nov when we took the NE trades in lat 24° N long 23° W which set us along at a fine rate and made some amends for our former bad weather, the course was SE and SSEast the wind favored us.

Dec 10" Crossed the line in long 24° W, our course was now SSW, all hands began to fit the ship for Cape Horn we saw several shoals of blackfish but could not take ant they being very shy about here.

Dec 25" Made the Island of Trinadad in lat 20° 28' S long 29° 5' W and Martin was each in lat 20° 28' S long 28° 38' W. they are nothing but barren rock without any appearance of vegetation, here we had fine pleasant weather which we improved by fitting and tarring rigging sheathing decks and getting all ready for whaling we continued stearing to the land PM having lost the trades

Rio de Janeiro

Chapter 5

Dec 27" Captain Bodfish who never had enjoyed good health now began to feel very unwell and this afternoon put away for Rio that being the best place to obtain medical aid on the coast and on Monday Jan 2 1837 sea account we made the promontory of Cape Frio which lies in lat 23° S long 42° 3' W about 90 miles to the northward of the entrance of Rio where on the 3rd we came to anchor in 17 fms water opposite the fort of Villegagnon.

The next day we carried the captain ashore to the Physician and while he is recovering his health I will endeavor to give a description of Rio, its harbor, and general appearance

The entrance to the harbor is one of the finest sights that ever meets the eye of the seaman, on the right is a white sandy beach stretching in a long curve nearly to Cape Frio behind this is a narrow space of low land covered with grass backed by abrupt hills and mountains rising much above the rest and forming a kind of crown to all around the whole still covered with grass and woods in all the wild luxuriance of nature.

As you advance you will see round and flat islands well covered with grass on one of which is the light-house which you may pass within gunshot of A little farther to the N is the Marcia Isles with rocky bases enveloped by thick shrubbery and brushwood which may be passed with safety at the distance of half a mile After passing these the harbor appears like a narrow opening in a huge ridge of rocks which line this part of the coast. the passage may be known by the fortress Santa Cruz which is on the right side built on a solid rock of granite with its floating banner displayed on the top you must pass within hail of this fort in order to answer any questions that may be asked and you will find within a ship's length if the rock water

Rio de Janeiro

sufficient for a ship of the line, after passing this little strait the bay increases to the width of 3 or 4 leagues sprinkled with small Islands clothed in perpetual green, some of which are delightful little hamlets while others contain elegant country seats belonging to the nobility and gentry of Rio. as you advance new objects of interest demand attention and admiration, among the first is the magnificent pyramid of the sugar-loaf on the left and on a solid rock of granite to the right is the fortress Santa-Cruz before mentioned. From these points on either side the shores of the bay lined at the waters edge with the cottages and hamlet of the fishermen sweep widely round while behind hills covered with wood and clothed with the richest cultivation sprinkled with farm houses and villages and crowned with churches and monasteries all in the purest white rise abruptly on every side for 2 or 3 miles inland where they terminate in mountains of the boldest and most varied beauty.

At 3 miles from the entrance to the castellated Island of Villagagnon rises from the water from which a tower or spire here and there with a forest of shipping adjoining designated the locality of the city. The Sugar Loaf before named is a striking and imposing object a gigantic rock a thousand feet high shaped as its name indicated but inclining over its base to the south at an angle equal to the falling tower of Pisa. It is entirely naked except a few tufts of moss and bushes in some of the crevices at the sides and on top. To look at it it seemed inaccessible on every side it is said however that some time ago a British Officer succeeded in gaining the top and hoisting a flag of his nation, but the story adds that he perished in his descent or met his fate by the hand of an assassin employed for the purpose and thus reward him for his audacity in planting the standard of Britain over the capital of Brasil -

Rio de Janeiro

A party of Austrian officers who accompanied the Archduchess Leopoldina to Rio on her marriage with the Emperor accomplished a similar feat, and an American also is said to have left the stripes and stars waving from its summit. A report probably as well founded as either of the former for where boldness and intrepidity are requisite our country men are seldom left behind

Chapter 6

The distance from the Sugar Loaf to the city in a straight line is about 5 miles but the shores on either side sweep from the channel into several bays making the route by them much more circuitous. At the city the bay is 3 miles wide the opposite shore on the north is called Praya Grande where there is a very neat and handsome village. There the country is less wild and lofty in its general features but equally rich in the varied beauty of hill and dell, of woods and lawn, of plantation in all the luxuriance of artificial improvement and mountain forest standing undisturbed for ages by the inroads of civilization.

The country for a great distance round is peculiarly beautiful. The mountains being high and woody and the valleys perfect gardens – the most delicious fruits are found here in great abundance particularly oranges, one tree often exhibits at the same time the blossom, the fruit just formed, and the same in all its various stages of advancement to full and perfect ripeness. The Pine apple is also here in great perfection. In the neighbourhood are several botanic gardens belonging principally to merchants and private individuals and containing many rare and valuable plants not to be met with in our country.

Rio de Janeiro

On Thursday the 5th accompanied by Mr P Hatch and Manly I prepared to visit the city. The landing is on an inclined plane of massive granite which leads from a fine mole of the same material to the water and affords a permanent footing in stepping from the boat at any state of the tide

The mole with a large fountain in the centre forms the front of a large unenclosed square and from the view of the bay and shipping it presents is a favorite promenade for the citizens in the cool of the evening. The palace occupies two of the remaining sides of the square and a row of private dwellings and shops constitutes the fourth. The market which is near is very well supplied but that and all the streets seem to be the abode of filthiness as is usual in all Portuguese and Spanish sea ports, except a few about the square before mentioned which are kept tolerably clean. Gold street is the most attractive being the general resort of strangers whose object is to procure jewelry and precious stones the natural product of the country.

The houses are well built generally of stone and two stories high having a little balcony before the windows and a lattice of wood before the balcony after the fashion of the Spaniards – The entrance is through a high open court which is used for a coach house roughly plastered and paved with sound stones with a wooden bench for servants and you must make your way through the various equipages to more dignified apartments. It seemed very much like going into the back door of one's house. This appropriation of the ground floor in front is said to have its origin in the ostentation of the Portuguese and a desire exhibit all they possess which from my own observation I should judge to be correct in general they appear exceedingly pompous. _

Having rambled about the city for some time and seen all that is accessible to strangers of our cloth _ _ _

Rio de Janeiro

we bent our steps towards a convent situated on a high hill a little out from the city which we had often admired from our anchorage. on our way hither we passed numerous gangs of slaves chained together by the legs who were employed in carrying water to the public prison these I understood were convicts sentenced to hard labor for their crimes. Their appearance was truly wretched and I thought with pleasure of my own native land where all men are free and equal. After an hours walk we gained the hill on which stood the convent nearly exhausted with our long walk beneath the rays of a vertical sun. _

As I never had an opportunity of seeing a building of this kind before it was an object of some curiosity. The windows were all defended by a close grating of iron from which projected some hundreds of long spikes sharpened to a point so as effectually to debar any one from entering the building except by the door. It ironically reminded me of the old Spanish tales and romances that I had read and giving a little scope to my imagination I more than once fancied I could see a fair pair of eyes peeping from behind the gratings _ We asked a man who was passing what this building was intended for _ to put disobedient sons in too continued As none replied he laughing they put them in the calaboose.

From our elevated situation the prospect was beautiful beyond description. The city lay as a map beneath our feet while the several hills within its precincts rise around in all their verdure seemingly within call. The view of the bay to with all its shipping and of the sea and islets beyond the sugar loaf is full and unobstructed and exceedingly fine.

Rio de Janeiro

Night, now coming in after partaking of some fruit and refreshments we winded our way down to the mole and returned on board very well satisfied with our days cruising.

Chapter 7

I had no opportunity of going ashore again but from another source I ascertained the population of Rio to be about 100,000 two thirds of which are slaves by whom all the labor is performed. It is almost impossible for a reflecting mind to view this city and surrounding country without being forcibly struck with the contrast which must be necessarily present itself – on the one hand he may contemplate an imperial court unrivalled in luxury. On the other slavery in its most horrid and appalling forms of cruelty and suffering. Nobility and gentry dozing away their listless lives in indolent _____. Slaves bowed to the earth by excessive labor beneath the tropical sun. Yet it is said they are treated with more kindness than in most slave holding countries. –

The catholic religion affords them the relief of a great Number of holy days besides Sundays and they seem content if not happy - But in the eyes of a stranger their number is fearfully great and were I an inhabitant of that city there would be times at least when I should tremble in fear of witnessing another tragedy like that of St Domingo. As a safeguard to such a catastrophe the whites and free blacks are allowed to intermarry and the latter are in many respects equal to the former. So that is no uncommon thing to see a high officer in the army or priest of as jet a skin and as pure African blood as any in the country. Still there is ample room for apprehension on this point and to dread eventually some fearful retribution at the hands of the afflicted and oppressed.

Character of the Officers

On the 11th of Jan'y 1987 Captain Bodfish having nearly Recovered his health we took our anchor and bid adieu to this delightful bay and harbor steering to the southward – on the 13th took a small blackfish which proved a very seasonable supply as our oil was nearly out. Nothing occurred worthy of note, we had fair winds from the Northward and our course was about SWW. And now as we are going off with a fine breeze I will yaw a little from my course and give a description of the captain and officers with whom it was my lot to sail with during this voyage

First in rank is the captain Russell L. Bodfish a short dark complexioned man looking very much like a Portugee with a very sinister eye of his own, he professed to be a christain but is in reality a great bigot and has a perfect Indians temper, let him once take a dislike to a man and years will hardly eradicate it. his place is on the weather side of the quarter deck. That young looking man to leeward is the mate Mr Edwin Baldwin a kind of protégé of the captains having been with him voyages previous to this and in the eyes of the captain he can do no wrong but in the ideas of other people he appears rather inexperienced for a chief officer he never stops to think but pushes headlong making much haste but little speed. he is determined to have the name of being a smart fellow

In the waist is the 2 mate Mr E Hatch a young man who thinks himself a very smart personage but no one else has found it out, he is a good whaler man and a tolerable seaman – but is of a very jealous disposition and feels very much afraid of compromising his dignity upon which he sett a great value - this peculiarity make him a very disagreeable character to all on board.

Character of the officers and boatstealers

M. Walking alongside of him is the 3rd mate Mr. R Hatch an old grey haired man who has followed the sea nearly all of his lifetime and been master of a number of coasting vessels but having contracted a habit of drinking he gradually lost the confidence of his owners and at last after helping to build a ship at Woodsville he performed a voyage as boatstealer in her and is now on his cruise to the Pacific. He is a perfect seaman knows every indication of a squall or storm; always sleeps with one eye open and has become a sober steady man but having been most of his time in coasting vessels where Jack is good as his master he is not quite so much of an officer as could be wished.

Chapter 8

On the main hatches (the boatstealers quarter deck) are the boatstealers one of them John J Manandes a young Spaniard from Tumbis who was taken from there by the captain on his last voyage and has always lived with him since, he is a clever fellow and very good natured although rather small and light for doing a boatstealer's duty on board the ship but when in the boat alongside of a whale he is a sure dart which is the greatest requisite for a man in his station. The other is L G Snow a Nantucket man, ignorant, Conceited, ugly, and quite deaf, he proves to be quite an uncomfortable shipmate, could a phrenologist examine his cranium he would say all the bumps and organs were exceeding hard. These 2 with myself were all that shipped as boatstealers at home but the carpenter has since been promoted to that office he is a wild green Connecticut man who came whaling for no particular reason only because he took a notion to like the rest of his countrymen who reside in that state of notions.

Character of the officers and boatstealers

The cooper A J Handy is there also and is a kind of boatstealer when an odd one is wanting but for the most of the voyage he acted as ship keeper he is from Little Compton, RI just married and now on his second voyage, he was born and bred on a farm and intended to go on one again when he gets home, he will do most anything for money and is the most saving person I ever met with the bump of acquisition is very largely developed in his cranium and he is what might be called by an attentive observer a little soft about some things.

These are what may be called the cabin gang taking their meals in the cabin and passing up and down by the cabin gangway whereas in some ships the boatstealers live in the steerage and have their rations the same as the people. As regards the crew I shall describe them as their names occur in the course of this narrative some of them lived in the Forecastle and the remainder in the steerage when the voyage is about half up the Forecastle is made larger and all hands removed forward which makes more room between decks – our steward when we left home was a small Spanish boy Thomas Gage who proved to be good for nothing in that capacity although a smart lad while before the mast he was therefore sent forward and the doctor John Landing installed in his place taking George Afleck a young negro for cook which proved a very good change for all on board as the doctor was an old experienced steward and understood his business well.

Jan 24" in lat 44S long 46NW took in the boats and sent down the light spars from aloft bent the staysails and got everything prepared for Cape Horn gales which we may expect very soon.

A man overboard off Cape Horn

July 7th going off about 7 ¼ knots with a free wind today a shoal of porpoises came playing under the bows and not having had any fish for some time John took an iron and went out on the martingale to strike one while I stood ready on the bowsprit-cap to haul him up we had not been there many seconds when the ship gave a heavy plunge sinking the bows all under water which washed John away in an instant almost everyone was below at the time it being just after dinner and no one but myself saw it- I jumped in gave one shout on the Forecastle 'a man overboard' and ran for the lee quarter boat taking out my knife by the way with which I cut boat gripe, jig tackle, and everything else in the way, in the mean time the wheel was put hard down and the ship came aback so that we dropped the boat and soon picked him up – he had held on to the iron for a short time and towed alongside but finding his strength would soon fail him in the way he let go and lay on the surface of the water until we got to him – it was well for him that he was a good swimmer as the weather was cold and the water chilly and he was also encumbered by his monkey jacket which tended to sink him in the water, as it was he was about going for the last time when the 2nd mate caught him and hauled him into the boat. - I afterwards heard him tell how many men he had hauled out of the water in the same way and thought it not much to his credit to stand in the head of a boat ____ when only 3 men were pulling for a drowning person but it was most probably beneath his dignity to take an oar for such a purpose.

Feb 7th in lat 57° S and long 67° SW I is 4 months today since the ship left Woodville harbor and we are exactly off the point of Cape Horn with a fine wind from the Eward.

Duty of the master and officers

Chapter 9

As we shall soon be on whaling ground I will occupy a chapter and in describing the Ships, Whales, Boats, Craft, etc for the better understanding of the landsman who may have an opportunity of perusing these pages The ship is well fitted and provided with every necessary article for the support of 30 men during the space of 40 months. - On board of her the captain is sole lord and master, his word is law and all must obey, in that respect he has more power than the king of England or the President of the U States for they cannot tie a man up and flog him or put him in irons at their will and pleasure but he can If he is ill tempered or tyrannical his crew will find hard times and on the contrary he can make a ship as pleasant as home if he is so minded, His orders are generally delivered to the crew by the mate or some other officers who see that they are executed in a proper manner:- unless on some extraordinary occasions when he commands himself such as tacking ship reefing topsails or the like and even then he is under no obligation to do anything more than to tell the mate what he wishes to have done. In whaling the master always ought to be on board the ship to look out for the whales and boats, to make proper signals to those in the boats informing them where the whales are, how they are going, and to render some prompt assistance to stoven boats. In some ships however the master always goes in his boat leaving the ship in the care of 3 or 4 of the crew with one of the most experienced to give the necessary orders and in fact to have command while the master and officers are absent.

Duty of the officers

Next in rank is the chief or first mate who has apparently more authority than the master as by his orders all the labor is performed in detail and by him the people are set to work daily, but he also receives his orders from the captain in the first place as regards all work to be performed on board, except such duties as appertain to the office of mate which the captain never ought to interfere with, for instance, when leaving port the captain orders the mate to secure the anchors on the bow and stow the cables, he may do it in any way or after any fashion he likes provided it is well done and all is secure and the captain has nothing more to say about the matter yet without the captains order the mate has no right to touch either cable or anchor even if there is danger of losing them, all that he can do is to inform the captain of their situation – but after they are once secured the mate is responsible for them. The mate also has the care of stowing the ship at home, being on deck and taking an account of all the articles received on board while the 2d and 3d mates with the boatstealers are at work stowing away in the hold, he also keeps a regular account of all provisions and stores used on board so as to know any time how much has been expended and what remains for further use. He also keeps the log-book which is a daily journal of all transactions on board, the courses steared, and an account of wind and weather. Also, which if properly kept is allowed as valid testimony in any court of justice and is of such importance. – The 2d and 3d mates are next in rank and have each charge of a watch, during the day they are expected to receive their orders from the captain or mate who stand no watch and during the night they have command of the deck and make or take in sail-

Outfit of the Ship

as they think proper - In whaling each mate has charge of a boat and crew and after leaving the ship is captain of his own craft using the best of his judgment to get a whale. Next are the boatstealers who are properly speaking neither officers or seamen yet have to do the duty of both they have about the same duty in a whaler as the 2 mate of a merchant ship, it is expected of them to take the earing in reefing and the bunt in furling sails, to strike royal masts and yards when required, to wash the decks in the morning and to be the first man at most everything. In the boats their place is in the head to strike the whale and then they take the steering oar and work the boat while the officer in charge kills the whale. If they are so minded they can make themselves officers on board as they have the care of their respective boats while on the cruises and generally have charge of a watch while on cruising ground and the crew of a ship will soon respect them if they conduct properly. The next thing that demands attention is the outfit of a ship, and here I may remark that the liberality with which most whale ships are supplied with provisions and stores would surprise the owners of merchant vessels take this ship for instance for 40 months cruising she has 120lbs of flour baked into bread, 100 lbs of dry flour, 200 lbs beef and pork., 2 boxes Havanna sugar, 60 bushells dried apples, with butter cheese molasses coffee tea corn meal rice and many other small articles such as raisins spice chocolate etc in like proportion. 3 new suits of sails, 2 sets of running rigging, besides all the whaling gear such as boats oars lines harpoons lances spades hatchets knives and a great variety of other articles too numerous to mention - A cask of bread always stands open for the people to go to when they please, their meat is never weighed in this ship, they have a quart of -

Boats and boats crew –

Molasses every week and 2 large puddings or duffs as they are called every day for dinner excepting rice or bean days which occur weekly, occasionally a cheese or keg of butter is given them.

Chapter 10

Next comes the boats a 4 boat ship carries 3 on the larboard and 1 on the starboard side all ready for lowering at a moments warning, with 2 or 4 spare ones on the bearers over the quarter deck A boat crew consists of 5 men besides the officer in charge who has sole command and directs all her motions, he takes the steering-oar untill the whale is struck then goes forward and uses the lance to kill the whale. –

Next is the boatsteerer who pulls the harpooner - oar and strikes the whale he is the man who has generally been one voyage before the mast and is looking ahead for a higher station, after striking the whale and taking the sail in he goes to the steering oar, while there he must be obeyed by the boats crew as the officer while lancing a whale becomes so excited that he takes little or no notice of the crew behind him but leaves that to the boatsteerer. The boatsteerer also has care of the boat while on the cranes, fitting all the craft, coiling the line, and in fact doing everything that needs doing to a boat on the whaling ground.

The bowman pulls the bow oar and when the whale is going slowly hauls the boat up to her by the line taken in at the side of the boat while the rest of the crew are pulling with the oars which is called bowing the line. The midship oarsman is the heaviest man at the oar And does nothing but pull except when the whale is sounding The tub oarsman is lighter than the bow man as midshipman he sits alongside the tub of line and

Boats and Whales –

has to wet it while running out, also to bend on another when the whale takes the whole out of one boat. The last and lightest is the after oarsman generally one of the smallest boys in the ship, he has to tend the boat sail-sheet, stick the line overboard, look out for the steering-oar, and before the boat lowers to see that a keg of water and bag of bread are placed in there. The equipments of a boat are a set of oars and paddles, one two or three sails, 3 lances, 6 irons, a tub of line a lantern with candles and fireworks in a keg lashed up under the stern sheets a knife hatchet spade boathook keg of water bag of bread trumpet compass and a signal board with 3 or 4 short warps which are pieces of line about 5 fathoms in length to bend the 2 irons with. The tub of line stands between the 2 after thwarts the end of which is taken aft round the loggerhead then forward through the middle of the boat to the chocks and 6 or 6 fathoms coiled in the box of the boat after which the end is fastened to the iron and all is ready for darting out when alongside of the whale.

I shall not attempt to describe a whale as no description can be given that will enable a landsman to form a correct idea of a whales appearance but will merely state the different kinds and by what peculiarities they are known to the whales. The most valuable and those which we are in pursuit of are the sperm – whale, he is known at a distance by his spout which comes from the end of his head and is low white and bushy he throws it out at an angle of 45 degrees ahead of him spouting at very regular intervals and laying on the surface of the water longer than any other whale, a large whale will stay under water from 45 to 70 minutes and on the surface from 10 to 20

Sperm Whales

They are very regular in their motions seldom altering their course from the time they are first seen until they are struck or galled. When they have not been disturbed they will go down and stay exactly the same length of time for 8 or 10 risings in succession so that a person having a watch aloft can tell within a minute when he will break water. This regularity easily distinguishes them from all others and an experienced whaleman can after seeing 2 or 3 spouts tell one of this kind from any other. Besides which they have a hump which may be seen at the distance of a mile or more on a smooth day. They have a jaw in which are set from 40 to 50 teeth with which they eat squid, which is their proper food. All the different species of whales have their flukes or tail in a horizontal position differing in that respect from all kinds of fish. The bulls of the sperm species grow to the largest size sometimes making 120 to 130 bls but the general average of large whales are from 70 to 100 bls, while a cow seldom makes over 20.

The cows are always found in the shoals with one or two large bulls who when they meet often have furious battles. The large bulls are mostly seen alone or in small pods widely scattered, while the young bulls often go together in large shoals. When a whale is struck if there are more in sight they all appear to know it instantly although many miles apart, what method of communication they have is unknown but it is most probably done by sound as their sense of hearing is remarkably acute. In former times when a whale was struck out of a shoal all the rest would gather round the wounded one, affording a fine chance for the other boats to fasten but now they have become so shy that when one is struck the rest all start off at full speed and it is only by following them for some miles that another can be caught.

Right Whales

Chapter 11

The next species most sought for by whalers is the right whale which are never found in warm climates, they are known by their spout which is thrown up in a high double perpendicular jet, their spout holes are in the after part of the head at some distance from the nose end and being nearer the lungs the spout is thrown up with more force than from the sperm whale and is accompanied with a noise resembling the roaring of bulls which may be heard at the distance of 2 miles in a high latitude where the air is condensed to a greater degree than in the warmer climates. They have neither hump nor jaw but are provided with the whale bone which we see in common use, for the purpose of obtaining their food which is small animalcule called britt by the whalers, which is first scooped into their capricious mouths capable of holding many barrels and then the water is strained off through this bone leaving the food all ready for swallowing.

In this species the cows grow the largest oftentimes making from 200 to 250 bls while the bulls will make about half that quantity - their oil and bone together are about $\frac{1}{2}$ the value of sperm oil but a cargo of right whale is taken in $\frac{1}{3}$ of the time employed on a sperm whale voyage which renders it a very profitable business.

The other kinds of whales such as humpbacks fin-backs sulphur-bellies and blackfish are seldom molested as they are difficult to catch and yield but a small quantity of oil. Blackfish however are often caught for the purpose of recruiting the ship in the various ports they stop at, they are small seldom making over 2 or 5 bls a piece and are often mistaken sperm whales -

Methods of taking sperm whales

as their spouts are very near alike and in many respects they partake of the nature of sperm whales having a hump and a jaw and feeding on the same kind of food, that is squid - As for grampusses cow fish porpoises and killers they are scarcely looked at unless they come near enough to be caught from the ship which porpoise often do as they like to play under the bows of a ship going quick through the water –

The killer is a mortal enemy to the right-whale which it kills for the purpose of eating the tongue and eyes and they have been known to take a dead whale away from the boats while towing him alongside Sperm whales they seldom molest as they would be a very unequal match for an enemy armed with such a ferocious looking jaw and teeth as the spermaceti is provided with.

To return to the sperm whale which more immediately demands our attention. When one is seen from the mast-head the ship is steared for him until within about a mile. when the boats are lowered and start in pursuit if it is a smooth day the oars ought not to be used but with the sails and paddles each one works quietly along to get in his wake as they cannot see either astern or directly ahead and in one of these positions a boat must be before they can approach near enough to strike, after getting up alongside the boatsteerer darts both irons with all his strength and “stern-all is the cry”, the sail is eased off and each one sterns with all his might – for if the whale should strike with his flukes immediately there would be great danger of getting stove if it be a lone or large whale another boat pulls up and strikes as soon as possible and then kill him with the lance often times when a whale is struck he goes directly down and takes out all the line, in that case another boat bends on the end if hers and takes the whale to her -

Strike the first whale off Cape Horn

chocks, they seldom take over a line and a half and while the 2 boat us hauling in the others will be ready to lance the whale when the breaks water. When the whale spouts thick blood he is considered as safe as they cannot live after it after having his flurry, which is his last dying agonies, he turns up on his side dead. a hole is then cut in his head or flukes through which the line is hove and a signal made for the ship to take him alongside, should she be to leeward the boats take him in tow and on arriving at the ship the fluke rope is put on and the cutting commences, of which a description will be given here after

Chapter 12

On the 14th of February we were in lat 59.15 S and long 78.45 W this was our highest southern latitude during the passage round the cape, from here we steered to the NW as the winds would allow. On the 19th in lat 52.30 long 85.20 while running off NW with a fine wind from ESE saw a large whale from the deck, we immediately hauled our wind and got in readiness to lower for him, there were but 2 boats on the cranes which we put off and then got out another (the bow boat) from off the camboose, by the time she was in the water the other boats were most on and then about half way from the boats to the ship up roused another large whale, we in the bow boat started for this one but the captain hailed and ordered us not to strike as Mr Baldwin was most on to his whale, so we lay on our oars and let him go. In the mean time Mr B pulled up and struck the one he was nearest to. He took him head and head and got in the 2 Mr Hatch the 2nd mate being nearest pulled up to the whale and was about to strike when Mr B says 'don't fasten until

Arrive at Juan Fernandez

I get my 2nd iron in' before that was done, down went the Whale drew the iron and made off as fast as possible Had the other boat struck, in all probability, the whale would have been saved, or had the Captain allowed our boat to strike the other, we might have got one. This was a poor beginning and did not show the best of management but it was of a piece with the rest of the voyage.

We continued steering to the N with strong SW winds and on the 25th in 45.40 long 82 saw a shoal of whales just at sunset, rather too late to lower for them, the remainder of this month was employed in sending up the light spars and putting everything in good whaling order

March 6 took the SE Trade Winds in 34.50 S and 79W and on the same day made the island of Juan Fernandez we stood long under the lee of the island with as much wind as reefed topsails could be carried to although within a mile of the surf It was our intention to have laid off and on for a day or two to procure fish and fruit but as the wind was unfavorable for working into the harbor we squared away for Peru.

This island lies in lat 33.40 S long 78.58 W bearing W from Valparaiso distant 110 leagues, and 90 miles E of Massafuero. It was discovered in 1563 by Juan Fernandez who gave it his own name, it is of a very irregular shape about 10 miles in length and 5 in breadth it may be known at a distance by its uneven surface shooting up in many irregular hills, it is not so high as Massafuero which when first seen presents an even surface of elevated table-land The eastern side is tolerably well cultivated the labor being done by convicts who were sent here by the governor of Chili since the revolution in South America, there were at one time about 300 of them on the island guarded by 100 regular troops sent from Valparaiso for the purpose, it was then dangerous for merchant ships to lie in the bay at night without having a good armed watch.

Juan Fernandez

on the lookout towards the village as the convicts had made several attempts to cut out vessels laying at anchor and in 1831 they proceeded in seizing the brig Annawan Captain Parker and compelled him to land them at Copiapo a small port on the coast of Chile, This island has been highly spoken of by the early navigators that is has generally been considered as an earthly paradise but when we say that it is a good resting place for ships it receives its full due

Almost everyone has read or heard of De Foe's interesting romance of Robinson Crusoe a book that has hardly been equaled in popularity since the art of printing was discovered and one that has had and still has more influence on the minds of youth than ever had the legends of chivalry in Spain or the dramas of Schiller in Germany This book took its rise from the journal of a Scotch sailor named Alexander Selkirk who was left on this island in 1704 and remained here for 5 years living in gloomy solitude. Many persons are under the impression that Selkirk was wantonly and arbitrarily left here against his will such was not the fact, it was his own proposition to remain on this island in preference to continuing on board the ship under a captain who he thought had ill treated him though he held the office of sailing master on board. The Captain whose name was Stradling consented and furnished him with the means of procuring the necessaries of life, but when the ship was ready to sail Selkirk's resolution failed and he eagerly Desired to be taken on board again, Captain Stradling now thought it was his turn to Be obstinate and refused to receive him.

Take the first Whale

but left him alone on this solitary island far beyond
the reach of the sympathies or assistance of his fellow men
well might be he exclaim as the last boat left the shore
“I never heard a sound so dismal as their parting word.”
But Sle Kirk was not left here to perish by famine
there was left with him clothing and bedding, a gun with
ammunition, a few books with certain nautical and
mathematical instruments and some other trifling
implements, The island abounded with fruit
vegetables animals and all the necessities of life
that he might say with truth

I am monarch of all I survey
My sight there is none to dispute
From the center all round to the sea
I am Lord of the fowl and the brute

But the subsequent sentiment was doubtful
more frequent to his mind

O’ solitude where are thy charms
What sages have seen in thy face
Better dwell in the midst of alarms
Than reign in this horrible place’

For sometime after the departure of the ship he
found the solitude of his situation scarcely supportable
and he became so depressed that he frequently determined
to put an end to his own life. According to his
own account it was full 18 months before
he became completely reconciled to his singular
lot when he gradually became calm and finally
happy

Chapter 15

The day after leaving this island which was March 7th 1837
being in lat 33.50 and long 78.30 about 2 pm we saw
a pod of young bulls on the weather bow going to
windward, 3 boats were immediately sent off for them
and followed directly windward in order to get in.

Cutting the Whale

ahead of them when the whale comes up they were directly under our lee so we squared away with the sail out and took one head and head striking them as we passed, the other boat soon got fast and by 5 we had him secured alongside the ship

I will here state that I belonged to the bow boat which was headed by the 3rd mate. Seth steered the waist boat, the carpenter steered the larboard, and John the starboard – the captain did not always lower his boat especially if the whales were at a distance preferring to take the ships chance which often turned out to be the best. This was my first essay at the business of striking the whales and you may depend upon it I felt not a little from bringing the first whale to the ship

Next morning at daylight the cutting commenced a small hole is cut in the blubber into which a boatsteerer puts one of the hooks and then we heave away, having raised the piece the windlass is stopped and the head cut half way through, then heave away again and turn the whale, when the other side is cut off and the heads secured to the capstan by a fluke chain, leaving sufficient slack for the head to lay easy under the counter, the blubber in the body is then hove in after which the head is hauled along to the waist with hooks put in and if the head be a large one the case is separated from the junk which is hove in on deck, one end of the case is then hooked on to and hove up so as to hang on end and from 10 to 15 barrels of pure liquid sperm is bailed out by means of a bucket with a rope attached in small whales have their junk and case all hove up in one piece by which method a considerable oil is saved, the jaw is taken in which

Boiling

Yields a barrel or 2 if good oil, and their teeth furnish excellent ivory for scrimshouting, a term used by whalers for any mechanical employment on board ship. After the blubber is hove in and deposited in the blubber room it is cut up into horse-pieces, about 2 feet long by one square then pitched up into large tubs and dragged to the mincing horse where with a large 2 handled knife it is sliced up into pieces like the leaves of a book about 1 inch thick leaving the lower part so that the whole piece may hang together, and in this state is pitched into the pots as fast as wanted for boiling, when the oil is all out the scraps are taken out with a large skimmer and used for firing, the oil being bailed into a copper cooler and after running through a stop-cock to the deck – pot is turned up into the casks as hot as possible for the purpose of shrinking them, as fast as one bails off the oil another spikes blubber into the pots and keeps all going together this part of the duty devolves on the 2nd and 3rd mates and boatsteerers who take turns in their respective watches by day and night on the camboose cover, it requiring 2 men constantly before the works to tend the pots and keep the fires going. a good set of works will boil out 18 or 20 barrels in a 6 hour watch when boiling everyone has his particular station, thus in the night when but one watch is on deck the officer in charge is aft keeping a general lookout for everything - 2 boatsteerers are before the works tending fires - 2 men are in the blubber room cutting horse-pieces – 2 are mincing – one turns up oil – 2 do the stirring and clear the strainers – and with 2 or 3 deck ____ complete the whole, this I mean to say is the way in well regulated ships, but here confusion reigns and scarcely anyone is in his proper place. After the oil is all boiled out it stands on deck for a day or two until thoroughly cool, the casks are then

Steer for the Coast of Peru

coopered and it is stowed in the hold being rundown through a leather hose into the ground tier of casks which were filled with salt-water at home and when required for oil are taken up, the hoops drove solid and then restowed in their respective places after being swabbed and perfectly dry. A cask having a little water remaining in it gives the oil that peculiar bad smell which it has when brought home, when first boiled the oil is as clear and sweet as lard so that sweet potatoes, fresh fish, or doughnuts are often fried in it, and prove quite palatable.

Chapter 14

On the 11th we finished boiling that night set 3 watches as is usual on a whaling ground which gives the people more time to sleep in the night, and by this arrangement there are more on deck in the daytime when the work is going on. The 2nd and 3rd mate and cooper each had charge of a watch. After boiling out our whale (which made about 40 blls) we continued working to the northward steering off before the wind during the day and laying aback under short sail at night, in the mean time all hands were very busy in fitting ship, coopering provisions and performing a great many duties which it would be tedious to mention or describe but which are absolutely necessary, the weather was pleasant and our track was for the most part of the time in sight of the Andes which are plainly seen at a great distance from the shore, on our way down we saw plenty of sunfish swordfish grampusses porpoises and blackfish, we took a few of the latter for the purpose of recruiting ship when we go into port.

Cruising off the Paita Head

I had by this time forward a pretty good opinion Of the characters of Captain Bodfish and the Officers, as I mentioned before they were religious men and all the way around the Horn had regular prayer meetings in the cabin, I now found that their religion was something not likely to last long, short words, ugly looks, snaps and snarls, were the order of the day, and when we anchored in Piata in April, so 'twast all gone and in less than 6 months after that the ship was a floating hell , if I may use so strong a term In Captain Bs opinion Mr Baldwin did right, and John did right, and cooper did right, they were his favorites, as for the rest of us do all we could we got curses not loud but deep for our pains – but to proceed, we worked down the coast as far as 7 and cruised there, on the 2nd of April saw a large whale, at 7 AM we lowered for him and at 4 PM came on board without him, the waistboat had been up alongside of him and did not strike, why I don't know, but I heard afterwards that Seth always swore from the time the ship left Rio that he would miss the first whale he was carried up to out of revenge for a cuffing Mr Baldwin gave him while lying in that port, and I think it a very plausible story knowing as much of his character as I do now.

April 6 Thomas Gage while drawing water over the side slipped overboard and went astern but the wind being light we soon picked hi up. I was aloft at the time and seeing him swimming along after the ship remarked that there was no danger in falling overboard if everyone could swim as well as Tom, after he got on board I found that he had never known how to swim

Piata

but finding himself in the water he obeyed nature's first impulses to strike out and swim as well as he could until the boat was mast up to him when he suddenly recollected that he could not swim, and with that he began to plunge and kick and would soon have gone down if the boat had not picked him up. Had he not forgotten that he was ignorant of the art when he first went overboard most probably he would have been drowned.

April 7 Off Point Ajuga spoke the ship Alexander Coffin - Congdon Master 8 months from Nantucket with 100 bls and then squared away for Piata on Sunday the 9th ran into the harbor and took a look at the place and then stood out Captain B not having made up his mind whether to anchor or not, in the afternoon having concluded to come too sent the cables and stood in again and came to anchor in 10 fms of water about a mile from the town, we found here the ship Lady Amherst Captain Bushell 6 months from London with 330 bls we are now 6 months out with 40bls

Chapter 15

Paita was founded by Don Fransico Pissano in the year 1531 it is a mere village as to size though it was formerly a place of considerable trade, the houses are built of split bamboo and mud covered with flags or long grass and are generally one story high it can boast of one church and chapel dedicated to the Virgin Mary - The town is surrounded by a sandy barren soil and depends for water and provisions on the town of Colan which is a small village about

Paita

10 miles to the northward on the banks of the River Chera.

Previous to the revolution which secured to Peru her independence, Paitu was the general Stopping place for passengers from Mexico Panama and Columbia and from hence they would proceed by land to Lima in order to avoid the numerous piratical adventurers who then hovered on the coast as well as the head winds currents which rendered a sea voyage to Callao tedious unpleasant and often times dangerous in their small vessels by this means they not only shortened their route to Lima but often saved much valuable property from the grasp of nautical adventurers and from all nautical disasters This being the only stopping place for vessels from the northward to Callao they were often driven back by adverse winds and currents consequently the town then owned its whole support to the harbor where cargos of goods sent from Panama were landed together with those coming from Callao

The inhabitants are principally mullattoes and mestizos with a very few Spaniards who derive their chief support from the water being constantly employed in fishing in their canoes or catamarans the town was formerly defended by a fort surrounded by a brick wall and mounting for 8 or 10 pieces of cannon but when I saw it in 1837 not a vestige if the wall was discernable and one old dismounted gun formed the whole armament It has often been taken and pillaged particularly by the squadron of Anson in 1741 when it was plundered and burnt under such

Paitas

circumstances it is a very poor place for ships to stop at to procure refreshments, wood, nor water cannot be got sometimes they can get a few sweet potatoes and fruit, all the fruit that we could find was a few pomegranates sour oranges and ceruellas a kind of red plum.

The town was nearly deserted when we arrived in consequence of the war with Chili all the most wealthy of the inhabitants had removed to Prina a city about 2 ½ miles to the NE taking with them their most valuable effects they being apprehensive of a visit from the Chilian squadrons

Point Paita which formed the SW side of this bay lies in lat 51 S long 80. 57 W the harbor is one of the best on the coast, in entering it there are no dangers in the way giving giving the shore a half of a miles berth and when once at anchor we are in a snug harbor which is perfectly safe and sheltered from all winds except from NW to NNE which never blows here but in very light bursts The sea breeze commences about 10 AM and blows strong until sunset when it gradually dies away and during the night it is generally calm with sometimes a light air from the eastward the best anchoring grounds for ships is in 7 or 8 fathoms of water about ¾ of a miles from the town

On Monday the 10th we commenced painting ship and finished the next day about noon. In the afternoon I went ashore with the starboard watch on liberty the landing is at an old wooden pier furnished with steps for the accommodation of passengers there are no wharves for unloading

Piata

vessels but all these cargos are taken ashore in boats or on catamarans (which are a few logs of the balsa a very light kind of wood lashed together) and landed at the pier or in smooth weather on the beach in front of the customs house. The first object that attracts the attention is the number of ____ or grog shops the street in front of the water is literally composed of these shops and sailor boarding houses and in fact almost every house in the place displays a table with a few bottles on it in a conspicuous position near the door to attract attention and obtain customers. The streets are parallel with each other and have narrow alleys connecting them together. Not a tree or shrub or blade of grass is seen in or near the town, it is literally a village in the desert. The market or rather the place where the market is held is an open space in front of the church where in the morning the market women unload their donkeys and display their wares on the ground erecting a small awning to cover bare heads from the sun which is almost insufferable in the morning before the sea breeze comes in, by 10 AM the market is all over and each one load up their donkeys which have been standing near and drive away. Of all the people in the world I should prefer any to trade with before a Spanish market woman. They are so dull obstinate and ignorant that it is almost impossible to make a bargain without the aid of someone residing on shore and I would advise anyone going to market to take an interpreter along with him as he will save both his money and his temper.

Paita

The place is very dull and lonesome to whalers unless there are 3 or 4 ships laying here the crews of which will make quite a stir when they get on ashore on liberty

Chapter 16

The next day the other watch went on liberty and in the forenoon a young man came onboard to trade Captain B having brought out a considerable quantity of goods of his own in order to trade at the Islands of the Pacific and with the money thus obtained to purchase recruits for the ship, having shown his goods the man went onshore without purchasing any and reported to the custom house that there were contraband goods on board and in the afternoon a boat from the custom house boarded us and took out a cask of dry goods, 3 crates of crockery, 15 boxes of soap, 3 boxes and 2 kegs of tobacco alledging that they were contraband not being specified on the entering manifest and that night 17 soldiers were stationed on board who all departed on the next day, Capt B has a lawsuit about it but how it ended I never ascertained

April 15 The ship Eleanor of London 5 months out with 200 blls of oil touched here and sent in a boat, and on the 20th having completed our recruit such as it was we took our anchor and sailed for Panama bay While here we shipped one man named L. W. Mason, there were a plenty of men ashore in want of a ship but Capt B for reasons of his own declined.

Cruising Panama Bay

shipping more and for the remainder of the voyage we were always short handed which caused a great deal of grumbling and discontent on board

April 22 Spoke ship Magnolia Haroland 30 mo from New Bedford 2100 bls, and on the 26th in long 80 on the line saw a shoal of whales and succeeded in taking 2, one of the larboard and the other to the waistboat, the bow boat struck one but the line getting foul it parted in the hooks and we saw no more of the whale, We continued cruising about her on the line and a degree or two northward of it, most of the time raining constantly attended with thunder and lightening.

May 2nd Capt B this morning went forward and told the crew to keep a better watch on deck at night and not to go below to sleep in their watch on deck as if he heard any more complaints he would flog the offender. "You don't flog anybody here" says Washington Harris a great tall 6 foot New Yorker "we will see" says the captain taking him by the collar and bringing him aft where he cuffed him a while and then put him in confinement on bread and water where he was kept about 10 days when on a promise of amendment he was again put on duty And here I would wish to say a few words in regard to discipline on board of a ship For a long voyage to be conducted without a strict discipline onboard is almost impossible, as soon as people find they can have their own way they will be sure to take it and I think ought not to be blamed it is well known that any government without a head will

soon fail as everyone will strive to be master this I have seen strikingly illustrated on shipboard when we first sailed from home Capt B professes to be a Christian and says to his officers you must not be too hard on the but talk to them for their good, they have souls to save and are men as well as ourselves and must be used like men as well as ourselves in Rio several of them came on onboard intoxicated, no notice was taken of it, in Piata they did the same and some stayed ashore 2 or 4 days without leave, no punishment followed and they had got into a notion that the Captain dare not punish them and when sailors are in that disposition you may be well assured that discipline is at a low ebb, this Capt B found to his sorrow before the expiration of the voyage as we never had a good wholesome discipline while I was on the ship.

Chapter 17

May 4th spoke ship Stanton Delano 9 months from Fairhaven 250 bls, next day saw whales but too far to windward to lower for them and on the 6th the larboard boat succeeded in taking one from a shoal. For the next 6 days we were working to the northward with almost constant rain On the 12th made the Island of Gargona which lies in lat 25.3 N long 78.7 W it is uninhabited and affords nothing but wood and water, it was here that Francisco Pizarro wintered previous to his descent on Peru in the 15th century, we were in sight of this island for 3 days having a strong current sitting to the NE

Tecamas

May 19th Spoke ship Gideon Howland, Shearman 24 mo from N Bedford 1600 bls bound for Tecamas to which part we also shape our course and anchored there on the 25th in company with her and the Robert Edwards, Howland 20 mo from NB 1800bls We are now 7 ½ mo out with 100 bls

Tecamas is a small village in the southern part of the republic of Columbia it is in lat 54 N long 79 W about 9 miles NE from point Galera the best anchoring ground for ships is about half a mile to the E of a large rock on the west side of the bay which rises very abruptly from the beach 80 or 90 feet about the level of the sea the best place to procure wood and water is up a small river (near the rock) which is nearly dry at low water On the beach near the mouth of the river are a few house where fruit plantains and hogs can be procured.

The town is on the river about 2 miles to the N of the anchorage where the surf sometimes breaks with great violence, it is here that the captain of the ship Charles of London was drowned his boat having capsized while endeavoring to cross the bar but during the whole of our stay here a loaded boat could pass in safety at any time of tide

The village of Tecamas contained about 500 inhabitants mostly a mixture of Spanish and Indians blood, the houses are of one story and built upon posts about 10 or 12 feet from the ground, upon the posts is laid a floor of split bamboo and the sides are built up 3 or so feet of the same material leaving the upper part next they leave entirely open for the free circulation of the air, the roof is thatched with a kind of long grass common to the country there is but one door which is entered by means

Tecamias

Of a ladder which is drawn up at night to secure those within from the depredations of wild animals with which the adjacent wood abound. These house when first seen present a mately appearance to one unaccustomed to them, I could think of nothing to compare them to but the goat skin umbrella of Robinson Crusoe as seen in pictures, which they very much resemble in outward appearance.

The soil is very fertile yielding two crops in a year but owing to the unsettled state of the country it is not much cultivated at present we procured a few boatloads of sweet potatoes but they were poor and kept but a short time at sea, we also found coconut plantations bananas pine-apples sour oranges limes and lemons in great plenty and very cheap There was produced formerly an abundance of vanillas balsams achote capal cocoa sarsaparilla tobacco and indigo although but little can be got at present, considerable quantities of wax are made here and the forests abound with trees of large size suitable for naval and domestic purposes including many scare and valuable kinds of wood The india rubber tree grows plentiful and the juice serves the inhabitants for torches. Gold dust is also procured from the mountain streams in small quantities The inhabitants employ their time mostly in fishing and hunting the forest is literally wild hogs and other game of various kinds. Monkeys are here esteemed a delicacy by all classes they are a very large species with long taper fingers and have a very disgusting look to a yankee.

Tecamas

vampires are very troublesome they will fasten to horses and cattle when they sleep and drink their blood without waking them the people have to sleep under screen to prevent their intrusions. The fever and ague prevails to a great extent and is almost sure to seize on any foreigner before he has been ashore a week Auguadente is made in considerable quantities and it is the common drink of the people but will soon produce sickness when taken freely by foreigners

Chapter 18

On Friday the 26th commenced watering which is done by whalers in a manner different from any other class of ships, a man of war or merchantman brings their water in the launch but a whaler tows off in one raft 100 blls or more at a time, the casks have each of them a strong bracket on each side closely confined by the quarter hoops being drove down over them, through these brackets a long rope is wove on each side of the cask and when a sufficient number is rafted they are all towed by the boat to the place of watering filled and towed alongside in the same manner, The river here is so narrow that a raft can only be taken up at high water, and when the tide is down leaving the casks nearly dry they are filled with buckets, The water in this place is not good when there is a high course of tides as the salt water then flows up to the place where the casks are filled and the clayey bottom becomes impregnated with salt, when the tide falls and leaves the fresh water running

Tecamas

There is no perceptible saline taste to the water but after being on board the ship a few months it will produce the scurvy.

The only remedy for this is to have very small casks in the raft which may be taken up half a mile further where the salt water never comes.

29th Arrived ship Francis Christian 12 ½ mo
750 bls – all hands very busy in taking off water and cutting wood the captain being most of the time up to the town procuring recruits. The business of wooding and watering the ship devolves on the 2nd mate who with the 3rd mate boatsteerers and a good gang proceed into the woods and select the best trees as near the waters edge as can be found the wood is cut and split up ashore and then taken off in the boat. This business is very injurious to whale boats tearing them to pieces much more than whaling in landing on the beach and thumping alongside the ship when loaded deep. The mate is on board with the cooper and a gang breaking out and fitting water casks stowing wood and taking off recruits. By the first of June we had all the wood and water off and sent the larboard watch ashore on liberty at the town, at night 6 of them refused to come off wishing to stay ashore all night, this was taking rather too much liberty but as they did the same thing in Piata and were not punished for it they concluded to do so again. Captain B got rather angry at this and in the evening went ashore himself and brought them off.

Tecamas

I expected they would have certainly been punished this time for they richly deserved it but not, not a word was said and the next liberty day they were sent ashore as usual The same day arrived Ship Panama Paine of Sag Harbor 21 mo out 3000 blls mostly whale oil

For the next 3 or 4 days each watch was ashore alternating liberty while those onboard were busy in taking off recruits and getting off ready for seas By Sunday the 4th we had everything on board and all were ready - while here Thomas Gage the boy who came out as steward deserted and W L Mason the man shipped in Piata got into a canoe one morning and was about going when the Captain stopped him, after coming onboard he went into the forecastle and fairly dared the Captain to come down there saying he had plenty of unlawful weapons to defend himself with. My blood boiled to see Captain B allow men to insult him in the way they did and he take no notice of it and I inwardly resolved that should it ever be my lot to command a ship the strictest discipline should be commenced for the day she left home and adhered to until she arrived there again. I am well persuaded that the most of our trouble and ill success on this voyage was for the want of a good wholesome discipline there was too much milk and water all together come billy and go billy will do very well for a coaster boat but it is not exactly the thing in a ship on a long voyage.

Leave Tecamas for a cruise

I mentioned that some of the men stopped ashore in Paita over night and broke their liberty among them was Lansing the steward. on his return he was ordered out of the cabin and sent into the galley to cook again and David L Park put in for steward he was a young lad from Vermont who had been placed in a store by his parents in N York but cutting up some of his tricks and fearing detection he ran away and shipped for a whaler he was a smart active boy and a great rogue. Had he been with a strict master he would have made a valuable member of society but he deserted as will be shown hereafter

Chapter 19

June 4th Arrived ship Ocean Parker 9 mo out 650 bls, and the next day we took our anchor and in co with the Gideon Howland started for a cruise in Panama Bay On Tuesday the 6th the G H saw whales and made signal for us. She took one out of the shoal and left us in chase we lowered for them in the afternoon but to no purpose they were too shy for us From this time until the 19th we were cruising off Tecamas within a degree or two of the land On that day while washing off the decks early in the morning saw a large shoal of whales close on board we lowered 4 boats and chased until 4 pm when we came on board just before dark saw more to windward put off one boat but did not get near them, after coming on board

Cruising in Panama bay

and taking supper a regular quarrel commenced the occasion of which I will endeavor to give the reader some idea of

In chasing whales to leeward it was Captain B's orders for no boat to sail past the head one, now in lowering 4 boats from the ship the 2 quarter ones which are the captains and mates must be lowered first for if the other boats should get in the water first they would drift directly under the quarter and prevent the others from lowering, by this means the first boat down will always be the head one and of course the Captain and mate were always ahead. I mentioned in a former chapter that Mr B was one of the captains favorites while Mr H the 2nd mate was about nobody in his estimation, and I really think that captain Bodfish had rather go without a whole whale than for Mr Hatch to get it, when we lowered to-day the Captain was ahead . the whales were going to leeward and he set his sail and steered on after them, after chasing for an hour or two Mr Baldwin came within hail and was apparently going past him "If you go past my boat Mr B I'll spike yours" as the games for the rest of the voyage upon this Mr B eased off his sheets and dropped astern half a mile an more, not long after Mr Hatch in the waist boat came sailing along within hail of him, "Why don't you keep astern, what in Hell's the rise of jamming along so close, says Mr Baldwin, "There's no Hell about it as I know of" says Mr. H, "Yes there is keep astern out of the way. I'm master of my

Cruising in Panama Bay

own boat" says Mr H "and will go where"
 "I like." Some more few words of the same
 tenor passed and they separated. After going
 on board at night Mr Hatch who still
 professed or pretended to be religious concluded
 to relate the affair to the Captain thinking
 hereby to recuse himself and prejudice
 the Captain against Mr B poor foolish
 man. You had better complain to the
 mainmast, for after he had told hi
 story both captain and mate turned
 upon him and all the satisfaction he
 got was a blowing up for telling Mr B
 that he was master of his own boat
 He had better have said nothing. He was
 foolish in thinking that Captain Bodfish
 would justify him at Mr Baldwin's
 expense, yet it was so all the voyage, Mr
 B was always right in the Captain's
 opinion and Mr H wrong yet whenever
 the two mates had a quarrel which they
 often did Mr H was always foolish enough
 to go to the Captain with a complaint and
 right as wrong the captain always found
 him in the latter position.

Such a life as we led, Captain and mates
 continually in hot water, the crew doing
 just as they pleased, no wonder we did not
 get oil, how could it be otherwise with
 such kind of work on board, but to proceed
 we cruised about here in long 80 and from
 lat one to four North with plenty of rainy
 and squally weather On the 26th of June we
 saw the ____ rocks which are barren
 and desolate, whales are often times plenty

Cruising in Panama Bay

in this vicinity we saw none.

About the 6th of July we began to work a little more to the west to see if the whales were there and on the 12th on lat 1 ½ N long 87 West saw a shoal of them, Mr Baldwin got a small one and the Captain killed another but lost him by cutting the line with his lance.

The next forenoon saw more but they were going too fast to lower for them in the afternoon another shoal coming along we put off for them and the larboard boat got a small one

The next day July 7th at daylight saw Mr Baldwin struck and soon after we struck a calf and killed him Mr B's whale ran to windward once the ship started after him in a short time they were all out of sight of us in the boat and continued so until towards night when we saw the ship steering for us about dark she came within hail and ordered us to cut away from the whale and come on board as Mr Baldwin's boat was lost and there was no time to save our whale, we accordingly cut and got on board as fast as possible, then tack ship, set lights aloft, and good lookout and remained in a state of great anxiety fearing that the missing boat was stove she having been out of sight of the ship for some hours To our great joy about 8 PM she came alongside having killed a whale and kept him with a sail some miles to windward

The cards thrown overboard

The next day we found the whale that the captain lost on the 12th but he was almost spoilt having been dead so long. Thus we have been among whales four or five days in succession and got between 40 and 50 bls

July 11th Spoke ship Coral Sherwood 22 months from New Bedford 1500 bls and on the 20th saw whales again, lowered but did not get near them.

July 25th This evening a circumstance occurred which may serve to show the disposition of some of our officers. About a month ago finding the time to hang heavy on our hands the boatsteerers concluded to play a few games of cards in the evening when it was their watch below. The Captain had never forbid it but we knew very well that he would not approve of it so we had to be rather sly about it when we commenced it was agreed that no one should play as come below in their watch on deck to see the others play, and at 8pm the cards should always be put away even if in the middle of a game when the bell struck. Seth we knew would always be down below in his watch if he knew about it so we agreed not to let him have any part of it, and when he was heard coming the cards were clapped under a book or slate and all hands of us were very busy reading an cyphering. This we found to be rather inconvenient as he generally came down six or eight times in the run of the watch at length one night when we heard him

The cards thrown overboard

coming we played on and took no notice of him, he looked at us a few moments then went on deck and told the second-mate, he also came and looked on, at 8 the cards were put away as usual when I went on deck and told Mr Hatch that if he considered it his duty to inform the captain that we played cards to say so and we would destroy them, not wishing to compromise him in the least. "No Gifford I seen such a thing." "tis none of my business and I am no" "tell-tale", very well sir then we will keep on playing". He often came in and looked at us while playing and sometimes told John what card he had best play and generally left the room saying, " oh boys rather bad business better put them away the "captain won't like it" we all knew that, but the old adage of when the parents don't find work for the boys the devil will was very applicable to us, we wanted something to do and did not much care what it was whether right or wrong. Things went on in this way until one day Mr Hatch gave me a job of work which although I did my best was not done to suit him, we had some hard words about it and he got quite angry, and in order to be revenged that evening when we were playing he suddenly concluded twas his duty to inform the captain of it, so pulling off his shoes he silently came down the gangway went to the captain who had turned in and says

The cards thrown overboard

“Captain, I think it is my duty to tell you”
 “They are playing cards in the bull room”, the
 captain turned out took the cards and threw
 them out of the cabin windows, but Mr Hatch
 was the greatest loser by it for the captain
 soon learnt the whole circumstance
 and saw his motive in giving the
 information. Had he been motivated
 by a desire to keep the peace onboard he
 would have told us that it was his duty
 to inform and all would have been
 stopped, or had he considered it his duty
 to let the captain know that cards were
 used on board he would have done it
 the moment he ascertained the fact,
 but no, he waited a month or more and
 then to gratify his revengeful feelings towards
 one, he gives information. By good luck
 when the captain came in I was playing
 with John who as the reader already knows
 was the favorite and of course what he
 did was not so very bad, he explained
 the whole matter to the captain and the
 affair was soon forgotten except the conduct
 of Mr Hatch whose motives for doing this
 duty we could now all rightly appreciate
 July 28th Saw ____ Island one of the
 Gallapagos and from there we began to work
 to the Southward in order to find whales
 and on the 18th of August in lat 2 .30 S
 long 82 W in the forenoon saw a shoal
 to which we gave chase but could not come
 up with, about 5 in the afternoon put off
 for more, the larboard stuck and
 ____ from one and the bow boat took one along side

Cruising off Tumbis and Cape Blanco

August 24th Spoke the Edward ____ Captain Wood, 14 mo from Fallriver 600 sperm and 700 whale, and on the 26th saw whales, the E_ in sight, at 6 AM we pull off for them and chased until 10 when the boats came on board, shortly after the man at the mast head cried out for a large whales hump close to the ship, without stopping to look a second time as the other ship was quite handy we down boats but before we got out of hail from the ship the hump proved to be a flock of birds on the water, we laughed to see our large whale fly away in that manner and came on board again

After dinner we saw a ship to the windward lower for whales and about 2 PM the E ____ who was leeward made signals to us for more, we chase down and at 4 put off our boat but did not get near them Both of the other ships got whales one on each side of us and as was entered into the log-book we had "the devils own luck"

28th Saw whales again and chased from 7 AM until noon without coming near them, spoke the same day Heape-Gifford, 13 months from New Bedford 500 blls
Sept 1 Spoke the Mobile Captain Rawson 13 months from New Bedford 350 blls, and a few days after saw her haul a whale alongside
We continued about here two weeks occasionally taking blackfish, saw a number of ships but did not speak any the carpenter and the blacksmith in the mean time built an excellent turning-lathe for

Cruising off Cape Blanco

the captain and on Saturday the 16th in lat 4.30 long 82 saw a large shoal of whales going leeward , we put off three boats in pursuit and soon came up with them Mr Baldwin struck and at the same instant the whale brought his flukes around and took off the head of his boat at one blow, but very fortunately no one was hurt. Mr Hatch the second mate was alongside of one but Seth hearing the crash in the other boat did not dart, upon asking him the reason why he did not strike, "Why he would stove " "us to hell" was his answer, we however saved the whale and got him safely alongside without anymore accidents

Chapter 20

We continued about here off cape Blanco until the first of October lowering for blackfish, finbacks, humpbacks, or anything that came along, we were so poor that even a porpoise was very acceptable we caught a few blackfish and struck a finback or two but did not save them about this time an affair occurred which will show how kindly we lived together We had for about a month back a dish of fried blackfish on the table for breakfast and supper every day, we had all got heartily tired of it but as long as the captain ate it why of course all the rest must, a plate of butter was always on the table but the second and third mates dare not touch it

The butter – David Parks

and it would not answer for the boatsteerers to help themselves before the officers as it is the custom of the captain to always have the first cut at every dish, then the mate second and third mate and boatsteerers in regular order – this was hard sometimes as the captain was rather unwell and eat but very little and we were forced to regulate our appetites by his – At length one morning after eating as much blackfish as I wanted I very coolly reached over and helped myself to the butter – the second and third mates looked astonished at my audacity but finding I was like to make a very comfortable breakfast the second mate ventured to take a little at the same time casting a side glance at the captain to see what effect it would have, nothing was said until the boatsteerers and officers had gone on deck when the captain called to the steward “there you” “David Parks, take this butter off the table,” “and put it away, dam ‘em I spose they” “would eat butter if there was a roast pig” “on the table, the devilish hogs”, David told us of it , but I never left the table again without a full belly as long as there was plenty of food on it, Such things may appear rather trifling to write about but by such trifles as these a mans life is rendered very disagreeable on a cape Horn voyage, and the reader will be able to form some idea of the pleasures of a whalemans life.

L. W. Mason put ashore

October 1 Sent a boat in at Paita to get the news, the Edward _____ lays here having taken 2 small whales since we saw her in August. The next day stood in again and the captain went ashore in his boat taking Lyman W Mason with him. This man we shipped here in April but the greatest part of the time he had been either sick or too lazy to do any duty and now the captain landed him with his baggage on the pier without paying him any wages as none was due him when the captain was ready to come on board at night he applied for his pay and upon being told there was none for him he called the captain a liar cheat, rascal, and everything but a good fellow, which determined the captain to touch here again in a few days and take him on board the ship by force and there reward him for his insolence, but the next time we came he was gone off in another ship and thus escaped.

After coming on board we stood out to sea by the wind, took one or two blackfish and on the 8th spoke ship Henry Capt Chase 12 months from Nantucket 500 blls and then stood again for Piata On the 11th we were off the harbor and manned a boat with the second mate 4 boatsteerers and blacksmith (in order to take Mason as mentioned above) and with the captain went on shore. After cruising about all afternoon we hauled the

Another quarrel in Piata

boat on the beach and loaded her with onions. At the place where we loaded there is a long heavy swell comes in every two or three minutes which floats the boat and when it recedes leaves her high and dry on the beach, by watching the swell we got all our onions in without wetting them and then got braced with the oars in our hands ready to shove off when the swell came in. Mr Hatch was at the steering oar and being naturally hasty and impatient ordered us out to shove the boat off. two or three got out of the boat but 10 would not have started her loaded as she was on the sandy beach, they got in again and when the swell came up shoved her off with the oars Mr Hatch thought we had not paid him a proper degree of respect in shoving the boat off our fashion when it was impossible to do it any other way. "Dam you" says he "if you don't mind me better than that I'll knock all your "heads off. I'll go through you like a ball" of lightening" I laughed to think of one mans doing such execution among 5 of the stoutest belonging to the ship but said nothing as the captain was waiting for us at the pier.

After coming on board I asked him what he thought people at home would say when I painted him out as the man that used such language and conducted so foolishly and endeavored to show him the absurdity of his conduct in a number of cases similar to this which had occurred during the voyage.

Anchor in Tumbis

But it was of no use, he insisted that we never paid a proper respect to his dignity and the next day reprimanded me for passing on the weather side of the deck whole engaged in ships duty when he was setting idle on the steering hatch

Chapter 22

The only whaler laying in Piata was the bark Marcella Capt Derrick 16 month from New Bedford 100 bls bound to Tumbis for which place we also steered. On the way we took a small humpback which made little or no oil. All hands very busily employed in fitting casks for water so as to be ready as soon as the ship drops anchor which we did on the 13th of Octo at 8 o clock in the evening off the mouth of the river in 6 fms water. We found here the Henry and Magnolia. Capt Howland 36 months fro New Bedford 2400 we are now 12 months but with 180 bls

Tumbis was formerly an indian town of considerable note having a splendid temple of the sun of which the ruins are still to be seen and was occasionally the residence of the Inca. This was the place that Francisco Pizarro first landed at when he made his decent on Peru in the 17th century, It is related that when they landed on the banks of the river a priest advanced with a cross in his hand while 10,000 indians stood gazing at him, that 2 lions and after them 2 tigers came out of the woods on the

Tumbis

backs of whom the priest having gently laid the cross they fell down and worshipped it which gave such testimony to the truth of the christian religion that the Indians soon embraced it . I do not vouch for the truth of this story but merely relate as I hear it The present town is situated about 9 miles from the mouth of the river on its Northern bank and contains about 2000 inhabitants chiefly Indians and ____ the banks for about 2 miles are covered with a thick forest of mangrove and the remaining distance is one continual plantation, the soil is very rich yielding 3 crops a year. The river is about 80 yards wide and contains plenty of excellent fish besides great numbers of alligators and around the mouth saw-fish and sharks are almost innumerable

This is one of the best places on the coast for ships to recruit at and were it not for the bar at its mouth it would be most frequented - this bar is at times very dangerous and many lives have been lost in crossing it. There is no bay or harbor here, the ships anchoring a little to leeward of the breakers on the bar but the holding ground is good and gales are never known. Here a ship can procure wood water potatoes pumpkins melons oranges lines green-corn plantains bananas cocoa and almost all kinds of tropical fruit. Besides plenty of excellent oysters, the potatoes are far superior to any on the coast and will keep for most

Tumbis

any length of time. This river lies in lat 3.38 S long 80.30 W and forms the boundary line between Peru and Columbia.

Saturday 14th Sent in a raft filled and took it on board. here it is much easier watering than in Tecamas by taking the raft up at flood tide and filling in season to get down with the last of the ebb to the mouth of the river (having a fair tide both ways) where you must wait until high water to get over the bar- The bark Marcella arrived from Paita for wood and water this afternoon. This was the place from when Captain Bodfish took John on his last voyage and as soon as we arrived he had his liberty until ready to sail.

We continued busily employed in getting wood water potatoes and other recruits painted the bends and stern and on the 21st having got through with all the work the starboard watch started liberty – We pulled up up in our boat about one third of the way and then took horses from the plantation of Don Juan Garcia or Don Wan as he is familiarly termed and got up in time to have a good dinner As the distance was so great liberty was given for all night – beds were not to be procured for love nor money so each one had to pick the safest bench and make the best of it. I considered the bamboo floor to be rather the easiest and with a

calabash for my pillow slept well as I could , precious little did get any one get. The fleas were so numerous, it seemed as if they had all collected on purpose to torment us. The next day we cruised about and at 10 AM began to think of returning the horses were all engaged and not feeling in a walking mood. I chartered a jackass and hired a boy to drive him and by this means succeeded tolerably well. The rest of them who drove their own teams fairly worked their passage and some of them complained of lame shoulders for a week after.

Upon reaching Don Wan's we found the boat which had just arrived with another watch who mounted ours steeds and drove off while we pulled on board, the next day they all returned except George Harrison who deserted. I heard afterwards that he went to ____ where he was pressed on board of a Columbian man of war. Ran away from her the first opportunity and finally got home long before the ship did, a fate very different from that experienced by most runaways

While here we shipped three Spaniards one Juan Maria for Steward and two others called Gumbo and Nicholas we spent one or two days in looking for the deserter but could not find him And now kind reader it suits my inclination to alter this book from a narrative into a journal if you wish you can still follow me in my wandering if not – adieu

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